I noticed, is equipped mostly with French machines. My descents were to be the last for business purposes. However, the civil flying club at Mellija, the only such organisation in Uruguay, was holding an air display in aid of the hospital, and it was suggested that a parachute descent might help.

The public here had not seen a drop for over fourteen years; and didn't we know it! We had, unfortunately, left the parachutes on the aerodrome, and when we made our way by road to take part in the show, there were so many pedestrians and picturesque gauchos on horseback and hundreds of cars blocking the roads that we found it almost impossible to reach our destination. It appeared that the whole of Uruguay had turned out to see the display. We arrived eventually and went up in the Fox Moth for the drop.

It was useless to try to estimate the size of the crowd; it was simply colossal. As I landed the whole crowd made one wild rush. I had managed to complete the tour safely from the parachute point of view, but I certainly did not relish being trampled to death by this good-hearted but surging mob. Then I discovered, to my relief, what the swords worn by their police were for. With the aid of the flat of this sword, used in an appropriate manner, and charging up and down the crowd on their horses, the police managed to hold them back until the safety of the hangar was reached. Abbott, in the meantime, had been well occupied in saving people from being cut to pieces by the airscrew of the *Gavalin del Plata* and in stopping the machine being taken away in small parts by souvenir hunters. That was the last demonstration in Uruguay, and we returned to Argentina after a few days.

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So ended my South American tour, and I sailed for home somewhat regretfully. It is a mystery to me that more British firms connected with the aviation industry do not send out representatives to tap this market. The South American is always willing to give your goods a fair show.

THE O.U.A.S DINES

Sir Philip Sassoon the Guest of Honour

THE Oxford University Air Squadron dinners are different from many other such annual affairs in that one is justified in looking forward as much to the speeches as to the dinner; because the atmosphere of the formal assembly for sherry beforehand changes at the proper moment after dinner to that of a merry party; and, lastly, because undergraduates have an opportunity to meet and discourse on even terms with many persons distinguished in the aeronautical world whose knowledge and especially experience are of the greatest value to them.

Last Friday's function took place at the Squadron's H.Q. in Oxford. Wing-Commander C. N. Lowe, the chief instructor, before welcoming Sir Philip Sassoon and the guests, said that all would wish him to mention Bruce of the Squadron, who had lost his life in a private flying accident the previous week. Commander Lowe then described Sir Philip Sassoon as a great friend and moral and practical supporter of the University Squadrons. He went on to thank Air Commodore S. W. Smith "for not interfering at Abingdon," and Sqn. Ldr. G. M. Knocker and the instructors for their help. Thirty-seven O.U.A.S. pilots were now in the Reserve, and after camp twenty-four more should be added to this number.

The Rt. Hon. Sir Philip Sassoon, replying, said that the existing Royal Air Force scheme was proceeding satisfactorily and that he looked to the Squadron to provide officers of the highest intellectual development to fill posts in an Air Force developing into a mighty power on which the Empire could depend. Cheers greeted his reminder of the significance of the fact that, for the first time, Estimates for the air exceeded those of the Navy. Sir Philip Sassoon congratulated the O.U.A.S. on their good progress, and wished them future prosperity.

Dr. W. T. S. Stallybrass, Principal of Brasenose College, made a characteristically witty speech in proposing "The Squadron," and Mr. P. C. W. Disney, whose speech in reply was, in truth, clever and much appreciated by his colleagues, likened the previous speakers to the three men in a boat—himself, as fourth, being the dog, for whom there was little justification or room.

Not everybody likes to have music on the menu, but when it is served up, as it was in this case, by the orchestra of H.M. Royal Air Force, who can complain?

MANX AIR RACE ENTRIES

AN excellent entry of twenty-six, including two from Germany, has been received by Capt. Rex Stocken for the Manx Air Races this week-end.

On Saturday, while Hanworth is awaiting a public invasion for its impressive Empire Air Day programme, the first competitor will leave at about 10 a.m. in the London-I.O.M. Race. On Monday, at approximately 3 p.m., the Manx Air Derby (over 60 h.p.) and the Tynwald Air Race (under 60 h.p.) will be flown; both will be over three laps of the island.

The official entry list appears below.

No.	Entrant.	Pilot.	Aircraft.	London-I.O.M. Race.	Manx Air Derby.	Tynwald Air Race.
1	Cunningham Holiday Camp ...	John C. Higgins ...	D.H.89, G-AENO	Yes	—	—
2	Wm. Robertson Porter	S. W. Sparkes ...	Vega Gull, G-AERH	Yes	—	—
3	A. Henshaw	Entrant (winner of last year's Ldn.-I.O.M. Race).	Mew Gull, G-AEXF	Yes	Yes	—
4	F. Hills & Sons (W. W. Greenfield)...	J. Shoesmith	Hillson Praga, G-AEUN	Yes	—	Yes
5	S. T. Lowe	Entrant	Comper Swift, G-ABWE	Yes	Yes	—
6	A. V. Harvey	Entrant	Miles Whitney Straight, G-AEVH	Yes	Yes	—
8	Carill Napier	Entrant	Hendy 302, G-AAVT	Yes	Yes	—
9	H. S. Horne	Flt. Lt. T. Rose ...	B.A. Eagle, G-ADID	Yes	Yes	—
10	E. D. Ward	Entrant	Tipsy S.2, ———	Yes	—	Yes
11	Miss Mabel Glass	Entrant	D.H. Moth, G-ABOE	—	Yes	—
12	British Aircraft Manufacturing Co., Ltd.	Flt. Lt. J. B. Wilson .	B.A. Double Eagle, G-ADVV ...	Yes	Yes	—
14	James Rush	Entrant	Aeronca, G-AELX	Yes	—	Yes
15	C. F. Hughesdon	Entrant	Miles M.5, G-ADNL	Yes	Yes	—
16	A. J. Walter	Entrant	Taylor Cub...	Yes	—	Yes
17	C. B. Field	Entrant	Hawker Tomtit, G-AEVO ...	Yes	Yes	—
18	Dart Aircraft, Ltd.	——	Dart Kitten, G-AEXT	Yes	—	Yes
19	P. Randolph	Entrant	Vega Gull, G-AEKI	Yes	—	—
20	C. H. Tutt	Entrant	D.H. Moth G-ABPK	Yes	Yes	—
21	Aero Club von Deutschland ...	Seidemann	B.F.W.108, D-IOSA	Yes	Yes	—
22	Aero Club von Deutschland ...	Ernst Gerbrecht ...	B.F.W.108, D-INKY	Yes	Yes	—
23	F. Hills & Sons (W. W. Greenfield) ...	——	Hillson Praga, G-AEEU	—	—	Yes
24	J. A. M. Henderson	Entrant	Monospar, G-AEPA	Yes	—	—
25	F/O. A. E. Clouston	Entrant	Hawk Major, G-ADGE	Yes	Yes	—
26	British Aircraft Mfg. Co.	H. J. Wilson... ...	B.A. Eagle, G-AERB	Yes	Yes	—
27	R. C. Hockey	Entrant	Aeronca, G-ADYR	Yes	—	Yes